

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GORDEN" Capt. G. Bolte (T. 17,500)	WEDNESDAY, 7th Sept., Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFFLINGER" Capt. G. Meisner (T. 17,000)	About WEDNESDAY, 7th September.
MANILA, ANGAUR, YAP, MAR, VUN, NEWGUINEA, BRIS, BANG, SYDNEY and MELB, HOORNE	"PRINZ STOLTMUND" Capt. D. Lenz (T. 6,000)	SATURDAY, 10th Sept., Daylight.
YOKOHAMA and KOBE	"GOBLER" Capt. H. Rasgauer (T. 5,750)	About TUESDAY, 10th September.
KULAT and SANDAKAN	"BORNEO" Capt. F. Semblitt	End of September.

* Fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELNERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th August, 1910.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,250,000)

Loans on Mortgage of House Property, &c.
 Goods received on Storage.
 Advances made on Merchandise.
 Loans made on the Provident System.
 (Rates and Particulars on application).

THE OFFICE OF
 TRUSTEE, EXECUTOR OF WILLS,
 ATTORNEY, &c.,
 Undertaken and Executed.

SHENWAN, TOMES & Co.,
 General Managers.
 Hongkong, 10th March, 1908.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,
 ST. GEORGE'S BUILDING,
 HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S PATENT'S GENUINE
 COMPOSITION RED HAND
 BRAND, HARTMANN'S GREY PAINT
 DAIMLER'S PATENT MOTOR
 LAUNCHES, &c., &c.

Sole Agents for
 FERGUSON'S SPECIAL GRAM
 and
 P. & O. SPECIAL LIQUOR SMOOTH
 WHISKY, &c.

EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK

AT
 REASONABLE PRICES
 Hongkong, 9th March, 1907

OSMAN & CASUM,

1 & 3, D'AGUIAR STREET.

JUST UNPACKED
 Ladies' Trimmed and Untrimmed
 HATS, RIBBONS, FLOWERS
 & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
 HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed

Hongkong, 26th September, 1909

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 25 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Owners is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always on hand, (plates, angles and tall shafts all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock and for taking Bailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

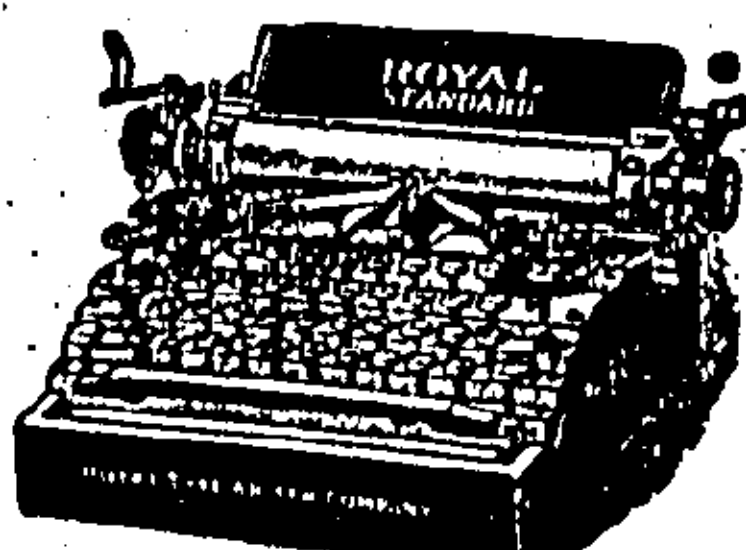
Telephone: Nos. 876, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Ideberg, Scotts,

A. I. and Watkins.

Yokohama, April 28th, 1909.

FREE TRIAL.
TRY THE
ROYAL STANDARD
TYPEWRITER

(VISIBLE)

Cost \$165 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

will be at your office for free trial.

Repair to any Make of

TYPEWRITERS,

GRAMAPHONES,

AND

SEWING MACHINES.

A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

TYPEWRITERS

FOR HIRE.

DRAGON CYCLE
DEPOT

61, DES VOUX ROAD.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

31, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

(5)

TRIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES

Consultation Free

Hongkong, 19th June, 1904.

To Let.

TO LET.

POSSESSION ON 1ST NOVEMBER.

A FIVE-ROOMED HOUSE at MOUNT GOUGH, the Peak, known as "BICTON." For particulars, apply to
 DEYNYS & BOWLEY,
 Solicitors.
 Hongkong, 8th August, 1910. [531]

TO LET.

21, CONDUIT RD., OLIVION GARDENS.
 GODOWNS, 1st to 155, PRAYA EAST OFFICES, No. 2, CONNAUGHT ROAD, 2nd Floor.
 A HOUSE in WONG-MEI-CHONG ROAD OFFICES in YORK BUILDING.
 No. 10, DES VOUX ROAD CENTRAL, 1st Floor.
 SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stop at the door.
 Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 16th Aug. 1910 [50]

TO LET.

A HOUSE in KNUTSFORD TERRACE.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 27th July, 1910. [304]

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
 ONE GODOWN in MASON'S LANE.
 Apply to—
 DAVID SASSOON & Co., LD.
 Hongkong, 4th April, 1910. [61]

TO LET.

1ST SEPTEMBER.—BOWEN ROAD.
 WESTERN BLOCK of DWELLING HOUSES at present occupied as Artillery Officers' Quarters.
 Suitable for Boarding House.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st July, 1910. [460]

TO LET.

GODOWN at 51, DODDLE STREET.
 Apply to—
 THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 1st July, 1910. [61]

AN APPEAL

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.
 Gentlemen's Shirts made to order, and Cut and Collars removed on old ones.
 Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.
 The Specialties will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.
 Hongkong, 2nd April, 1909

STUDYING MICE FOR A CANCER CURE.

Some conception of the great debt modern medicine owes to experimentation on animals may be gained from Dr. Frederick L. Wachenheim's article in the current Atlantic. That the arteries contain blood and not air, Galen proved by cutting them in living animals, and that the blood circulates was demonstrated by Harvey through experiments on dogs. From these elementary physiological facts upward to an understanding of the more complex processes of the human system, the progress of medicine has been in proportion to its reliance on the dumb aid of the horse, cow, dog, ape, frog and guinea pig. To this humble co-operation is due the present knowledge of bacteria, antitoxins and serums, the treatment of tuberculosis, diphtheria, tetanus, hydrophobia and cerebro-spinal meningitis.

In this debt the mouse promises to have a large share by providing the medical profession with a better understanding of the nature of cancer. In connection with Dr. Wachenheim's article a Parliamentary paper on animal experiments in England is of interest as showing how the energies of medical science are now bent to find the cause and cure of the baffling disease. Of the 86,277 medical experiments on animals in England and Scotland in 1909, more than one-half, or 45,824, were performed in the course of cancer investigations, and of these the bulk were inoculations of mice. Other experiments had to do with the preparation and testing of anti-toxic serums and vaccines the study of diseases of the lower animals, bacteriological tests, &c.

But the important thing is the devotion of medical skill and attention to the mouse with a view to discovering in it the final key to a medical problem to which it has already furnished a clue. The tiny rodent, if it yields the secret, will have deserved the gratitude of mankind.—New York World.

THE RED TUBEROSE OF CHINA.

In regard to the allegation, published in the United States some time since, that the Chinese florists of Peking grow tuberoses of a red colour, and perhaps of other shades, Consul-General Samuel S. Kneass makes the following report:

Some time since, this Consulate received a letter from a florist in the United States, enclosing a sum of money, with the request that he be furnished with his value in red tuberoses bulbs. He stated that he had been informed by a gentleman who had travelled in China that he had seen red tuberoses grown by native florists in Peking.

Inquiry was made of a German florist here, a resident for many years, who stated that there is no natural red tuberoses, but that the flowers are artificially colored. As the tuberoses of the ordinary white variety is near flowering, the flower stalks are cut off close to the ground and are placed in water in which is dissolved a red earth of whose composition he is ignorant. The coloring matter is drawn up into the flowers, tinting them red—the first that appear very slightly tinged, but the color becoming more pronounced in those which open later. He also stated that the red color can be produced in this way by using aniline colors, not only red, but any other aniline color which may be desired. Native gardeners, however, insisted that natural red tuberoses were grown, but declined to sell bulbs of the alleged red variety with a guarantee that the bulbs would produce red flowers, the payment to be withheld until the bulbs were tested.

Finally a native gardener admitted that these are bulbs of the ordinary white tuberoses, reared in ordinary flower pots in this way: The opening in the bottom of the pot is closed with a cork; the pot is filled with earth mixed to a mud with water in which the coloring matter has been dissolved; the bulbs are planted in this after a number of small incisions have been made in the lower half of the bulb above the roots; a thin covering of uncoloured earth is placed over the earth in the pot to conceal the coloured portion below; and the plant is supplied with water in which the coloring matter has been dissolved. The resulting flowers have the tint of the coloring matter used.

Intimations.

WANTED ON SHAMEN—CANTON.

OFFICE, GODOWN, and PRIVATE RESIDENCE by European Firm.

Please apply to— X. Y. Z.,

Of Hongkong Telegraph, [555]

Hongkong, 24th August, 1910.

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Building, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. [485]

FOR SALE

AT

GRACA & CO.

27, DES VOUX ROAD.

ASIATIC POSTAGE STAMPS

and

VIEW POST CARDS.

Stamps in Sets, Packets, Bags and Single

Assortment of Stamps and Post Card

Albums.

Postage Stamp Catalogues for 1910.

Stock Books, Duplicate Pocket Books,

Transparent Envelopes.

Twelve-cent, Magnifying Glasses, Perforation

Gauges.

Novels. Books for parsons and household

use. Toy Books for Children.

Prayer Books. Religious Pictures, Pendants

Medals, Statuettes, Flower Seeds.

Raffia Scraps and Scrap Albums.

MANILA CIGAR AND

CIGARETTES.

Inspection invited.

Hongkong, 26th January, 1910.

WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

1. A CONE point upwards Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below Indicates a Typhoon to the North-East of the Colony.
3. A DRUM Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below Indicates a Typhoon to the South-West of the Colony.
7. A BALL Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:

Gap Rock.	Aberdeen.
San Ki Wan.	San Ki Wan.
Stanley.	San Ki Wan.
Cape Collinson.	San Ki Wan.
Tai Po.	San Ki Wan.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Light House.

F. G. FINE.

Director.

Intimation.

Powell's
ARE SHOWING
UPHOLSTERED
FURNITURE.IN
GREAT VARIETY.

LARGE, DEEP

AND
COMFORTABLE

LOUNGE.

CHAIRS

SETTEES.

Chesterfields.

DINING

CHAIRS

OFFICE

CHAIRS

FANCY

CHAIRS

SHOW ROOMS

FIRST FLOOR

Alexandra

Buildings.

IMITATION OF FOREIGN
TRADE-MARKS.

CHARGE AGAINST JAPANESE IN TOKYO.

The Japan Gazette states that the Benetton Condensed Milk Co., of New York, instituted an action in the Tokyo District Court on the 8th instant against four men—belonging to a Japanese canned provision store, known as "Kaiti-kushu," No. 17, Shiba-cho, Yotsuya-ku, Tokyo, claiming damages for alleged violation by them of a registered trade-mark of the plaintiff company. Plaintiffs are represented by Mr. S. Kishi.

TRADE OF THE PHILIPPINES.

WHAT IS AUSTRALIA'S SHARE?

The last report of the N. S. W. Trade Commissioner in the N. S. Pacific, Mr. J. B. Sutor, on the trade of the Philippines, has been published in pamphlet form by the Immigration and Tourist Bureau. It deals with last year's operations. Compared with the previous year, Mr. Sutor writes, the commercial operations show a decrease, due to a general depression, pronounced in other portions of the Orient but which was not so severely felt at Manila until towards the close of 1908. This depression was more or less accentuated by uncertainty as to the bearing of contemplated legislation by the United States in regard to the establishment of free trade between the Philippines and the United States. During the year, however, all doubts were removed by an Act of Congress, establishing free trade between the States and the Islands for all produce conveyed in continuous bottoms and under one bill of lading. This Act came into force August 5, and is greatly stimulating trade between America and the Philippines.

The total imports of the Philippines for the year were \$5,770,505, of which \$1,885,103 was from British possessions, Australia contributing \$510,614. The exports to Australia from the islands were \$555,510. The growth of exports from Australia to the islands has been as follows:—1905, \$281,512; 1906, \$317,431; 1907, \$365,391; 1908, \$499,161; 1909, \$420,044.

As regards agricultural implements, a duty of 15 to 25 per cent. again at our manufacturers' detriment, business has been done. Despite a duty, however, Australia supplied 439 out of 463 horses imported, the value being £10,130 out of £10,739. There is little prospect of any trade in live sheep, owing to climatic conditions. Only nineteen head were imported last year. Of wheat flour, Australia supplied £118,057 worth out of a total of £144,131; and of coal, practically the whole of the 179,730 tons imported was from Australia. The imports of coal in the last five years have steadily grown from £409,730 to £738,651. Owing to the strike last year, however, Australia has now, Mr. Sutor says, lost a good deal of this trade.

Practically the whole of the annual fodder imported (£1,737) was from Australia. Of fresh, dried, and canned fruits, Australia contributed £370 out of £11,533. "Owing to the high duties," Mr. Sutor writes, "I do not think we are likely to improve our position, except in the case of fruits, such as apples and oranges, in which our nearness will give us an advantage over the United States." Of the importation of boots and shoes to the Philippines, Australia contributed but £3 out of £57,109, the bulk coming from America and Spain. In view of the high duties, there is little likelihood of Australia improving her position. On the other hand, practically the whole of the fresh beef taken into the islands, £77,566 in value, was from this country, and the same applied to salted and pickled beef (£577). Of cured beef we supplied £608 worth out of a total of £10,763. Of the trade in fresh mutton, Australia (£890) is a practical monopoly, and of butter we supply £16,000 out of £26,930, our wine trade is practically all, owing to a high duty.

FLYING AT 80 MILES AN HOUR.

It is announced that the Wright brothers are preparing to construct racing aeroplanes with the intention of defending the international speed record which was made last year by Glenn Curtiss at Rheims. The prize won on that occasion will be put up for competition at the coming aviation meet in Garden City during the month of October.

The Wrights racing machine will be ready for the first tryout some time next month and is designed to make a speed of 70 to 80 miles an hour for three hours. Specifications for the machine are thus indicated:

The motor will be of the conventional Wright type, but its cylinders will be a good many inches larger in bore and stroke than the four cylinder twenty-five horsepower engines the Wright exhibitors are now using around the country. It is probable that the same size propellers are now used, eight and constructed of light wood will be employed in a new racer, but instead of turning these screws over at only 450 revolutions a minute it is likely that the new engine will revolve them 1,000 to 1,200 times a minute. The Wrights always have refused to tell the pitch of their propellers. The Wright system of pumping and spraying gasoline into the intake manifold, without the employment of the ordinary form of carburetor, will be preserved in the racer. It is expected that, at as the twenty-five horsepower motor now used weighs only eight pounds a horsepower, so the racing engine will be kept down to the minimum of weight compatible with safety. It is said the new racing machine will not have anything like the speed of surface that a present slow speed Wright machine has.

Construction of a machine of this type and purpose has been in contemplation for some time by the Wrights. They say that they would prefer to devote their time and energies to the development and perfection of the aeroplane on a more practical basis, but in the interest of national supremacy in this special field they are willing to compete. At the same time it is announced that Glenn Curtiss will build a machine to enter this competition equipped with a 100 horsepower eight cylinder engine. Hamilton will be among the competitors and France will be strongly represented. Given favorable weather this international meet should produce some remarkable records.

THE PNEUMATIC TYRE.

WHO INVENTED IT?

The dispute arose about a statue. Who invented the pneumatic tyre? To whom should Edinburgh give honor in bronze or marble? To a Mr. R. W. Thomson, who patented an air-filled tyre in 1845, or to John Dunlop, who invented the pneumatic tyre in 1887? The dispute carries the imagination back over one of the most astonishing episodes in our industrial history. It begins with a mystery of invention. It culminates in financial operations on a scale unexampled in our day, and the development of innumerable industries connected with the use of rubber.

It was (says a writer in a London paper recently), indeed, in 1845, that Thomson patented the idea of affixing a "belt" filled with compressed air to the rim of a carriage wheel, and, although his invention never came into practical use, he showed great knowledge of the good effects which would follow from the use of the pneumatic tyre. Thomson, however, was ahead of his time, and his tyre found no favor.

Forty-three years later John Dunlop, without any knowledge of the Thomson invention, patented a pneumatic tyre. More than once I have heard from Mr. Dunlop himself the simple tale of how he came to invent this device. The "safety" bicycle had then come into vogue, but its wheels were shod with solid rubber tyres. Mr. Dunlop's little son possessed a tricycle, and, as the Dunlops then lived in Belfast, and the Irish roads were of very bad surface, this veterinary surgeon applied his mind to contrive some means of minimizing the harsh jolting to which his boy was subjected when he rode his tricycle.

A rubber tube filled with compressed air was evolved, and it afforded such comfort to the rider that Mr. Dunlop brought the idea before adult cyclists, and some enthusiasm was aroused among them; but Mr. Dunlop would have hardly been more successful in 1878 than Thomson in 1845, had not another man appeared on the scene.

Mr. Harvey du Cros was at that time a prominent figure in Irish sporting circles, and his sons were famous for their prowess in cycle racing. With true business instinct, Mr. du Cros saw the immense possibilities of the pneumatic tyre for cycles, and he threw himself heart and soul into the work of making this crude invention practicable. His early efforts were greeted with derision. Cyclists and cycle manufacturers scoffed at the clumsy "bolster" tyre fitted to them, and almost without exception experts declared against it.

Then Mr. du Cros brought a band of Irish cyclists, including his sons and Mr. R. J. McCreedy, to England, and they gained sweeping victories with the pneumatic tyre on the racing track. It was evident now that the long invention would eventually triumph, but a long and desperate fight against conservatism and prejudice had still to be waged, and it is reasonable to assume that but for the enterprise and ability of Mr. Harvey du Cros, Mr. Dunlop's invention might have lain dormant for many years. Had this been the case, the whole progress of modern locomotion, from motor car to aeroplane, would have been checked, for we can trace the direct influence of the air-filled tyre in all the astonishing development of the last twenty years. As from the bad state of Irish roads, from the solicitude of a fond parent to make his only progress for his son's cycle over rough roads, Thomson's idea was re-created and this time the right man was at hand to develop the idea.

From the pneumatic-tyred bicycle there evolved naturally the idea of fitting air tyres to motor cars, and in this direction France led the way. The crude mechanism of the early motors was so wild from the rough vibration of the roads, and the automobile improved with amazing swiftness as soon as these tyres were employed. With the progress of the motor car came the perfecting of the petrol engines, and its application to manifold purposes. Last of all it made the airship and the aeroplane possible, and in each of these vessels, rubber fabric is extensively employed.

Follow the evolution from small to great. To-day cycles are numbered in millions, the total in the United Kingdom being over three millions. There are close on 80,000 motor vehicles in the United Kingdom, and the world's total must soon approximate to half a million. All over the globe the trail of the air-filled tyre has been laid by millions and millions of wheels, and the road is becoming once more the main artery of our social system. In the air, too, we are tracing new routes by the aid of the petrol engine. Airships are being built by every Great Power, and of aeroplanes France alone has already made nearly two hundred, most of them fitted with pneumatic-tyred wheels. With all this has come the creation of many important trades and the encouragement of innumerable allied industries, perhaps the most remarkable industrial development being that in connection with the production of raw rubber.

And this colossal factor in our industrial life has come into existence because of the discomfort to a child cycling along the rough roads of Ireland. Whether of Dunlop or of Thomson, Edinburgh's statue will not be without significance as a symbol in our industrial history.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1910, at the rate of TWO POUNDS STERLING per Share of \$125 is Payable on and after MONDAY, the 22nd August, Current, at the Offices of the Corporation, WHERE SHAREHOLDERS ARE REQUESTED TO APPLY FOR WARRANTS.

By Order of the Court of Directors,
N. J. STABB,
Acting Chief Manager.
Hongkong, 20th August, 1910. [549]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

IN accordance with the provisions of No. 121 of the Articles of Association, the General Agents have this day declared an INTERIM DIVIDEND of 5% for the half year ending 30th June, 1910, on the Paid-Up Capital.

DIVIDEND WARRANTS payable on TUESDAY, the 30th August, will be issued to Shareholders on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 17th to 30th August, both days inclusive.

JARDINE, MATHESON & Co., LD.,
General Agents.
Hongkong, 12th August, 1910. [540]

GREEN ISLAND CEMENT COMPANY, LIMITED.

AN INTERIM DIVIDEND OF FIFTEEN CENTS per Share for the Six Months ending 30th June, 1910, will be payable on the 17th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 17th day of September, 1910, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 26th August, 1910. [557]

Auction.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY.

THE Undersigned will Sell by PUBLIC AUCTION,

on THURSDAY,

the 8th September, 1910, at 12 o'clock (Noon),

at his Sales Rooms, DUNDRELL STREET,

IN ONE LOT.

All those Pieces of Land or Ground situate at Kowloon Point and registered in the Land Office respectively as THE REMAINING PORTION OF SECTION "A" OF KOWLOON ISLAND LOT NO. 441, and THE REMAINING PORTION OF SECTION "B" OF KOWLOON ISLAND LOT NO. 441, with the European Dwelling House thereon known as "Glenview House," Kowloon Road.

The Property is held for the residue of the term of 75 years from the 24th June, 1888, created by the Crown Lease of Kowloon Island Lot No. 441.

Total Area: 6.38 square feet.

Total annual Ground Rent \$128.27.

For further particulars, Conditions of Sale and inspection of plans, apply to

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 25th August, 1910. [558]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has reopened their

FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Acme to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO.

15th May, 1891.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Respectfully August 26th 1910

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged, invaluable in hot climates.

NOTE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A METAL SEAL-ADVERTISING CIGARETTES.

CLETEAS is a MELISSA and MINT cordial

of purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

OLDBROOK MACKENZIE & Co., Hongkong.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th August, 1910, 100 cts. per \$ Mar.

BUTCHER MEAT.

Beef skirt and prime cut—Mei Lung Pa B 20
" Corned—Ham Ngan Yuk 22
" Roast—Shio 22
" Breast—Ngan Lam 15
" Soup, Tong Yuk 20
" Steak—Ngan Yuk Pa 22
" Sirloin—Ngan Lau 30
" Sausages—Ngan Yuk Chuan 25
" Tongue—Ngan Li 9
" Corned—Ham Ngan Li 60
" Head—Ngan Tau 85
" Heart—Ngan Sun 12
" Hump, Salt—Ngan Kin 18
" Feet—Ngan Keok 8
" Kidneys—Ngan Yiu 9
" Tail—Ngan Mei 18
" Liver—Ngan Con 18
" Tides (undressed)—Ngan To 6

Calves' Head and Feet—Ngan-chal-tan-koek 1.00
Mutton Chop—Yeung Pak Kwai 23
" Leg—Yeung Pak 23
" Shoulder—Yeung Shan 23
" Pig's Chutings—Chi cheong 24
" Brains—Chi Kow 12
" Feet—Chi Keok 12
" Fry—Chi Chak 25
" Head—Chi Tau 15
" Heart—Chi Som 11
" Kidneys—Chi Yiu 8
" Liver—Chi Oon 30
" Pork, Chop—Chi Pak Kwai 18
" Corned—Ham Chai Yuk 14
" Leg—Chi Pak 14
" Fat or Lard—Chi Van 18
" Sheep's Head and Feet—Yeung Tan 50
" Keok 50
" Heart—Yeung Sun 50
" Kidneys—Yeung Yiu 50
" Liver—Yeung Oon 50
" Sucking Pig, To Order—Chi Chai 23
" Suet Beef—Sang Ngan Yau 23
" Mutton—Sang Yeung Yau 23
" Veal—Ngan Chai Yuk 23
" Sausages—Ngan Chai Yuk Tong 23

POULTRY.

Chicken—Kai Chai 30
" Capons, Large, Small—Sin Kai 33
" Ducks—A 33
" Doves—Fan Kai 24
" Eggs, Hen—Kai Tan 24
" Fowls, Canton—Kai 24
" Hainan—Hoi Nam Kai 24
" Geese—Ngo 24
" Wild Shanghai—Sheng Hoi Ye 24
" Ngo 24
" Musk Deer—Wong Keng 24
" Hare—To Chai 24
" Partridge—Chi Khoo 24
" Pheasant—Shan Kai 24
" Pigeons, Canton—Fak Kup 24
" Holbow—Holbow Pak Kup 24
" Quail—Um Chai 24
" Rice Birds—Wo Fa Cheuk 24
" Snipe—Sa Chai 24
" Turkeys, Cook—Fo Kai Keng 24
" Hen 24
" Wild Ducks, Shanghai, Sulap 24
" Teal, Shanghai, Sulap 24
" Wild Ducks Canton—Sang Shing Sai 24

FISH.

Barbel—Ka Yu 10
" Bream—Bin Yu 10
" Canton Fresh Water Fish—Hoi Sin Yu 10
" Carp—Li Yu 10
" Catfish—Chi Yu 10
" Codfish—Man Yu 10
" Crab—Hoi 10
" Cuttle Fish—Mok Yu 10
" Dab—Sa Ma Yu 10
" Dace—Wong Mei Lun 10
" Dog Fish—Tui Yu 10
" Eels, Canton—Hoi Ma Yu 10
" Fresh water—Tan Si Yu 10
" Yellow—Wong Si 10
" Frog—Tien Kai 10
" Garoupa—Sak Pan 10
" Gudgeon—Pak Koi Yu 10
" Herring—Tao Pak 10
" Halibut—Cheung Kwai Yu 10
" Labrus—Wong Fa Yu 10
" Loach—Wo Yu 10
" Lobsters—Lung Ha 10
" Mackerel—Chi Yu 10
" Monk Fish—Men Yu 10
" Mullus—Chi Yu 10
" Oysters—Sung Hoi 10
" Parrotfish—Kai Kung Yu 10
" Pearch—Tan Loo 10
" Pike—Pa Yu 10
" Plaice—Pan Yu 10
" Pomfret, Black—Hak Cheung 10
" Pomfret, White—Pak Cheung 10
" Prawns—Ming Ha 10
" Ray—Fai Pa Yu 10
" Rock Fish—Sak Kan Kung 10
" Roach—Chan Yu 10
" Salmon, (Fresh water)—Ma Yu 10

Shark—Sa Yu 9

Skate—Po Yu 10
" Shrimps—Ha 24
" Snapper—Lap Yu 25
" Soles—Tai Sa Yu 20
" Tanch—Wan Yu 18
" Turbot—Cho Hoi Yu 28
" Turtles, small, fresh water—Keok Yu 25
" White Bait—Ngan Yu Chai 25

FRUITS.

Almond—Hung Yan 25
" Apples, (California)—Kam San Ping 23
" (Chafog)—Tin Chai Ping 10
" (Small)—Hoi Tong 7
" (Quintard)—Fan Lai Chai 5
" Bananas, fragrant, Canton—Sang Sheng 3
" (Heng Chai) 3
" (brides), Macao—San Heng Chai 5
" Chestnuts, Chinese—Toong Loh 12
" Carambolas—Yeung Tui 12
" Cocoanuts—Yeh Tui 10
" Grapes—Siu Tai Tai 10
" Lemons, China—Ning Moong 7
" (Amar)—Kam San Ning Moong 6
" Lichess, Small Stone—Lai Chi Con 25
" Fresh, Lai Chi 15
" Limes, (Saloon)—Sai Kung Ning 5
" Moong 5
" Mango, Manila—Lui Sung Moong 14
" Mango, Saigon—Sai Kung Moong 14
" Mangosteens, San Chai Tai per doz 14
" Oranges, Tin Chai 5
" Small—Tai Kut 14
" Mandarin—Tin Kut 14
" Olives—Pak Lam 14
" Passion Fruit 14
" Pears, (American)—Kam San Shui Li 14
" (Canton), Cooking—Sa Li 7
" Peanuts—Fa Sang 10
" Persimmons, Large—Hung Chai 8
" Pine-apples, 1st quality—Sheng Poon 10
" 2nd quality—Chung-tang 10
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" Pine-apples, 100th quality—Chung-tang 10

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah 10
" Chi Chai 10
" Beans, (French) Macao—Oh Moon Pin 18
" Pin Tau 8
" Beans, (French), Shanghai—Sheng Hoi Ah 10
" Beans, Sprout—Ah Chai 8
" Beans, Long—Tao Kok 8
" Beet Root—Hung Chai Tan 4
" Broccoli, Green—Chung Yuen Kai 4
" Broccoli, Red—Hung Kai 4
" Bamboo Shoots—Chook Shun 10
" Cabbage, Chinese, com.—Kai Choy 3
" Cabbage, Red—Kai Lan Tau 18
" Cabbage, (Shanghai)—Yeh Chai 18
" Cane Shoots, bunch—Kai Shun 3
" Cauliflower, Large size—Tai Yeh Chai 10
" Cauliflower, Medium size—Chung Yeh 10
" Cauliflower, Small size—Sai Yeh Chai 10
" Carrots—Kam Shun 6
" Celery, Chinese—Tong Kai Choy 5
" Celery, English—Young Kai Chai 5
" Celery, White—Pak Young Kai Chai 5
" Chilies, Dried—Oon Lai Chai 5
" " Red—Hung Fa 5
" " Green—Chung Lai Chai 5
" Curry Stalk, English—Ka Lee Chai 5
" Cucumbers—Chung Kwa 3
" Bitter Squash—Fu Kwa 6
" Garlic—Suen Tai 5
" Ginger, young—Sun Tai Keng 4
" " old—Lo Kung 4
" Horse Radish, Shanghai—Lik Kai 5
" Indian Corn—Suk Mai 5
" Lettuce—Young Sang Chai 5
" Water Chestnuts—Ma Tai 6
" " Mandarin—Kwai Lum Ma Tai 6
" Musk Melon 5
" Mushrooms, Fresh—Sung Chai Kwa 25
" Onions, Bombay—Yeung Chung Tan 7
" " Green—Sung Chung 4
" " Shai—Sheng Hoi Ching Tau 4
" " Japan—Yat Poon 10
" Okros—Mo Kai 10
" Parsley, English—Young

MOSQUITOES AND MALARIA.

PAMPHLET BY DR. F. W. CLARK.

Dr. Francis Clark's (Medical Officer of Public Health) advice concerning mosquitoes and malaria, recently discussed at the meeting of the Sanitary Board, has been issued in pamphlet form, copies of which reached us to-day. This is what the M. O. H. writes:—

The Sanitary Board of Hongkong is very anxious that every one should take their share in helping to reduce the number of mosquitoes, because it is now a well known fact that malaria fever can only be caused from the bite of an infected mosquito. Moreover, a number of other diseases are conveyed by mosquitoes and it is very important therefore that there should be as few of them as possible and that they should not be allowed to gain access to dwelling houses. Malaria fever alone is responsible for between 400 and 500 deaths a year in Hongkong.

The mosquito which conveys malaria is commonly known as an Anopheles, while the majority of the mosquitoes that one sees are either Culex or Stegomyia (both of these being Culex) but as they all multiply under practically the same conditions and some of the Culex are also responsible for the conveyance of disease, it is important that our efforts should be directed to the extermination of mosquitoes generally, without trying to differentiate between one species and another.

The mosquito is a TWO-WINGED INSECT, the female of which is variably lays its eggs in water, and if this water remains undisturbed for a period of a week to ten days each egg produces a larva, the larva becomes a pupa and then from the pupa emerges a mosquito. The rate of development of the insect depends upon the temperature; in hot weather the larva hatches out from the eggs in a couple of days. These larvae grow rapidly and become pupae in about a week and some 14 hours later the pupa splits and the mosquito emerges and after drying its wings and legs for an hour or so flies away. In cold weather the eggs do not hatch out. Mosquito eggs are very minute and therefore somewhat difficult to see, but the larva can easily be recognised, when they are two or three days old, by their very active wriggling movements and by the fact that they come frequently to the surface of water to breathe. It is during this stage of its existence that the mosquito is MOST EASILY DESTROYED

and the simplest method of destruction is to pour a few drops of an oily fluid, such as kerosene, on the surface of the water in which the larvae are found. This oil spreads over the whole surface of the pool and when the larvae come up to breathe the oil chokes their breathing pores and kills them. Similarly larvae are not able to survive any length of time if the surface of the pool is filled by wind, and it is for this reason that they prefer pools containing a certain amount of grass or water-weed which acts as shelter and enables them to breathe in comfort. The water-weed also serves as food for the larvae, though this is not essential, as they are voracious and will feed on the eggs and larvae of other insects and even on each other, the larger larvae devouring the smaller ones.

THE LARVAE of different species vary in structure and the following illustrations show roughly the appearance of the larvae of Culex and Anopheles respectively. It will be seen at once that the Anopheles larvae assume a horizontal position when breathing at the surface of the water while the Culex larvae hang obliquely, with the breathing tube, which is at the tail end, projecting slightly from the surface of the water.

These larvae are very active when disturbed, and move quickly through the water by bending the body and then rapidly straightening it out. They also sink at once to the bottom if any collection of shallow water where the surface is disturbed, and careful skimming is therefore necessary in order to obtain specimens from a pool.

When the larva has attained its full development it becomes

A PUPA

and then assumes the appearance of a large black comma. The pupa floats quietly at the surface of the water but if disturbed they rapidly dart through the water by means of a jerky movement of the tail. The life of the pupa varies from one to three days, according to the temperature, and the mosquito then emerges from the split pupa-case balanced itself on the case for an hour or two, as it floats on the surface of the water, and then dives away to seek shelter from the sun and the wind. It will thus be seen that the larva corresponds to the "caterpillar" of the pupa to the chrysalis and the mosquito to the butterfly.

It will readily be believed that the mosquito is very fragile on first emerging from the pupa-case and unless therefore it can find shelter almost at once it is very likely to perish. Should it find these conditions, however, it is capable of surviving for some months and even of hibernating in dark places through the cold season of the year, being attracted out by the first hot day. This explains the appearance of hungry mosquitoes on an occasional hot day during the winter season.

The great need for shelter suggests one of the most important measures for

THE PREVENTION OF MOSQUITOES

namely the cutting down of all brushwood and rank undergrowth within two hundred yards of every dwelling house. If this is done few if any mosquitoes will venture to cross the intervening space, and any that are found in such a dwelling may fairly be regarded as having been bred on the premises. This cutting down of brushwood must not be taken to imply that the house need necessarily be surrounded by a barren wilderness. All that is necessary is to keep down the high grass and dense tangle of undergrowth that springs up so rapidly in a tropical country, and that enables the mosquito to remain sheltered from sun and wind while travelling from the nearest water to the dwelling. There is no objection

to trees near the house, so long as they are not allowed to become too crowded, nor too isolated, and grass-lawns etc. as these do not provide the confining space of shelter which the mosquito requires when travelling any distance.

It will have been seen that the mosquito needs water for the development of its eggs and in order therefore to prevent

THE BREEDING OF MOSQUITOES

in the vicinity of dwellings it is necessary to prevent the storage of water on the premises in open receptacles. The most common positions in which water may be found are:—

Firstly, old tin, iron, or earthenware, broken vases and crockery which have been thrown by the servants on a rubbish heap in the garden. An examination of these a few days after a rain storm will often reveal the presence of water with larvae at various stages of development. They should therefore be carefully collected and buried or placed in the refuse bin for removal to the dust boat.

Secondly, vases and pots of water in which cut flowers have been placed or in which lilies and other plants are being grown. In the case of cut flowers the water should be changed daily without fail and no plants should be grown in water anywhere in the neighbourhood of dwellings.

Thirdly, choked rain-water gutters where, after a shower of rain, the water will stand for days and in which larvae may be found. All choked gutters should be cleared if once. In examining gutters one often finds, on the flat roofs of the Chinese houses, old tin, earthenware, and jars containing water and mosquito larvae and it is important therefore that this should be kept clear of such receptacles for rain water.

Fourthly the gardeners' tank, tub or cistern is a fruitful source of mosquitoes. It is filled from a tap and the water is dipped out of it by buckets or cans, but the tank is never really emptied and dried, consequently the larvae are able to mature and develop therein. These receptacles should be emptied and dried daily in order to be made safe or should contain small fish such as gold fish which will eat the larvae.

FIFTHLY, THE SAND PITS IN CONNECTION WITH THE RAIN WATER CHIMNEYS

In the garden and to a less extent the drains (especially if the family are absent from the house for a few days, so that the drains are not flushed out by the bath-water) may hold standing water and be best dealt with by using a small quantity of some liquid carbolic disinfectant. Dr. Clark's disinfectant is the best. It is in the immediate vicinity of a dwelling are a fruitful source of mosquitoes, owing to the swampy condition of the land which results from this method of sewage disposal.

Sixthly, hollow trees and especially broken bamboo will hold rain water for a sufficient length of time to enable mosquitoes to breed, and should be dealt with by filling the hollows with clay, by sawing through the broken bamboo at the nodes or by running up the broken ones. It is better not to allow bamboo or any other material to grow in a dwelling as they are a favorite breeding ground for mosquitoes, and require considerable attention if these insects are to be kept down in number.

IT HAS BEEN STATED THAT WHEN MOSQUITOES HAVE HATCHED OUT THEY

WILL SURVIVE FOR MONTHS and the only method of destroying them then is by fumigation. They will be found most plentiful in the dark corners of buildings, especially on dark clothing and in the cool quarters, gardeners' sheds and godowns of dwellings and the Sanitary Department are prepared to fumigate these places on application.

Persons who are compelled to live in malarial districts can further protect themselves from the bites of mosquitoes by sleeping under mosquito nets and by protecting their windows and doors by wire gauze (400 meshes to the square inch) and can protect themselves from attacks of malaria by small doses of quinine (say ten grains once or twice a week). In such cases the malaria poison is destroyed by the bites of mosquitoes but it is destroyed at once by the quinine then present. In many persons, however, the digestive apparatus is unable to tolerate these repeated doses of quinine and dyspepsia may ensue, so that on all occasions it is better to prevent the development of the mosquito rather than to rely upon a prolonged dosing of the system which is the only other alternative.

It is true that a householder may use every endeavour to rid his premises of mosquito larvae and may yet be pestered by mosquitoes from his neighbour's premises, but any complaint concerning

THE PRIVILEGE OF MOSQUITOES made to the Sanitary Department will result in an inspection of the neighbourhood and if larvae are found the person responsible will be required to abate the nuisance, while if the nuisance exists on Crown land the defect will be dealt with by the Sanitary Department reported to the Board for action by the Corporation.

IT HAS OFTEN BEEN NOTICED THAT THE

DISTURBANCE OF THE SOIL

in tropical regions is followed by an outbreak of malaria and this was seen recently in the Colony during the building of the railway between the New Territories and in London where building operations are in progress. It has been a popular theory in the past that this breaking up of the soil set free certain "malaria" which were the cause of the outbreaks of fever, but the true explanation of the cause of malaria which accompany such construction works is that the breaking up of the soil has the effect of bringing to the surface the remains of old foundations (for foundations, etc.) pits from which water is collected, and other excavations in which rain-water lodges while water is also necessary for such building operations as the mixing of cement and of mortar, the laying of bricks etc., and in these conditions of water mosquitoes are allowed to breed freely.

We thus get numerous mosquitoes on the site of any

BUILDING WORKS, and at the same time there will be a number of infected persons among the workmen—formerly natives of the tropics carry the germs of malaria in their blood without being incapacitated from work—Thus the mosquitoes are able by their bites to convey the infection from the infected natives to uninfected natives and others, and to produce a small epidemic of malaria in the immediate vicinity of the works. Such epidemics can be avoided by the regular and systematic clearing of all collections of water not less than once a week.

For persons who have contracted malaria, quinine is the only remedy of any avail, and as the disease is one in which alarming symptoms may supervene at any time, the patient should place himself under the care of some physician trained in Western medicine, as unfortunately the native doctors do not seem to be yet aware of the efficacy of quinine in this disease.

COMMERCIAL.

August 25th, 1 p.m.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

All-Java	.....	6 1/2
Anglo-Java	.....	1 1/2
Anglo-Malaya	.....	25 1/2
Balioonies	.....	10
Batu Tigas	.....	10 1/2
Bertram	.....	7 1/2
Bukit Kajang (pp.)	.....	6 1/2
Bukit Rajahs	.....	12 1/2
Carey Uniteds	.....	27 1/2 prem.
Castlefields	.....	12 1/2
Changkat Serdang	.....	\$12
Chang (part paid)	.....	\$18
Da (fully paid)	.....	\$21
Damansara	.....	\$16 1/2
Eastern Internationals	.....	18 1/2 prem.
Fed. Selangor	.....	.....
Glenagly	.....	\$2.30
Glenahale	.....	.....
Goldendals	.....	12 1/2
Golden Hope	.....	.....
Highlands and Lowlands	.....	11 1/2
Indragiri	.....	\$16
loch Kennells	.....	.....
Jequies	.....	.....
Jonglandors	.....	.....
Kamming	.....	6 1/2 prem.
Kuala Lumpur	.....	8 1/2
Landrons (fully paid)	.....	.....
Landrons (ppd.)	.....	.....
Latus	.....	.....
Ledbury	.....	9 1/2
Linggis	.....	54 1/2
London Asiatics	.....	11 1/2
London Venturers	.....	6 1/2
Marlmas	.....	2 1/2
Palmas	.....	\$15
Pegohs	.....	\$19
Rubber Trusts	.....	8 1/2 prem.
Sagass	.....	27 1/2
Sandycrofts	.....	\$31
Sapongs	.....	.....
Sandfields	.....	.....
Sekongs	.....	25 1/2 prem.
Sheffords	.....	75 1/2
Singapore & Johore	.....	\$15
Sumatra Parus	.....	15 1/2
Sungel Chobs	.....	110 1/2
Sungei Kapar	.....	15 1/2
Tandjongs	.....	.....
Tangkabs	.....	40 1/2
Toemagie	.....	2 1/2 prem.
Ulu Rantu	.....	.....
United Serdangs	.....	17 1/2
United Singapore	.....	11 1/2
United Sumatras	.....	10 1/2
United Langkats	.....	80 1/2
Para Rubber	.....	8 1/2 per lb.
Plantation Rubber	.....	7 1/2

RUBBER SHARE MARKET.

Hongkong, 26th August. We have another quiet week to report in the Rubber Share Market. Transactions that have transpired have been few and far between and run on small-valued stocks. Business with Singapore has been almost nil; the slight report reported in our last circular was not sustained and quotations for nearly every stock, have since gradually receded.

The price of the raw material, as whined from London, has suffered by one stilling per lb. as compared with that ruling at time of writing last week. Para rubber closed at 6 1/2 per lb. on Friday last, dropping to 5 1/2 on Tuesday, closing a little weaker at 5 1/2. Plantation rubber, as per private cable advices, is given at 7 1/2 per lb. In sympathy with the lower value of the commodity, shares of sterling companies have shown a tendency towards weakness and at present quotations are offered without inducing prompt buyers unless at much lower rates. The market closes weak.

Anglo-Malaya are quiet and can probably be obtained at 25 1/2.

Langkats have been dealt in to a fair extent at 1 1/2 and at the close are on a rise at 5 1/2.

Eastern Internationals came from London at 19 1/2 prem. but locally after sales at 16 1/2 prem. are wanted slightly higher.

Linggis is steady at 5 1/2 with probable sellers at 5 1/2.

London Venturers have ruled quiet throughout the week with no business to report.

Merlmas have changed hands at 2 1/2 and 7 1/2 at which latter price they close in demand. Ledbury are quiet at the slightly reduced rate of 9 1/2.

London Asiatics are easier and can be had at 11 1/2.

Tangkabs were placed at 37 1/2 and close quiet at 40 1/2.

United Serdangs have suffered a further decline to 17 1/2 at which price there are no offers. United Sumatras have been in on the market at 10 1/2 closing with probable (for) sellers at 10 1/2.

Tandjongs are unchanged and without business to report at quotation.

Bertrams are nominally quoted at 8 1/2.

Anglo-Java are wanted in the North at the reduced rate of 1 1/2.

Balioonies have weakened to 10 1/2 with probable sellers at 10 1/2.

Changkat Serdangs have buyers locally at \$11, without inducing sellers.

Ayer Panas are a shade easier at \$3.

P-jms are inquired for locally at \$15.

Glenagly have found buyers at \$2.10 and more can be placed.

Indragiri are quiet at quotation, with no business to report.

Pegohs have receded to 17 1/2 at which price there are probable buyers.

Sandycrofts have been sold to Singapore at \$30 closing with further buyers.

Singapore and Johore are in demand and can be placed at \$15.

United Singapore have local sellers at \$2.

Ayer Kuning are unchanged with buyers at \$2.

Pantals can be sold at \$4.

Elphinstones are a shade easier with sellers at \$3.

Aloy G-jabs have inquiries at \$4.

New Serdangs are firm and inquired for at \$2.

Today's Advertisements.

HONGKONG.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, have, on the 9th day of July, 1910, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark:—

The Trade Mark consists of a water design out of which protrude four mounds covered with a net-work, the net-work being "puffed" held down by stakes or poles of peculiar shape. In the background of the label are depicted a number of birds flying, and also the name of the brand in Chinese characters 千鳥 and Japanese characters 千鳥 and the name of the Company in Chinese 英國卷煙株式會社製.

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods:—MANUFACTURED TOBACCO in Class 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 6th day of July, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.
R. G. GREGORY,
Director.

HONGKONG.

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The Trade Mark consists of a large panel showing a square wooden bucket on the left side, immediately above which is shown a Convallus flower in full blossom. At the foot of the bucket, a bud and two leaves of the same flower are depicted, and to the right of the bucket, nearly in the centre of this large panel, is seen one Convallus in full blossom and one bud with three leaves growing from the vine which runs to the top of the panel. At the foot of the large panel, a narrow band is shown in a circle, the circles being joined together by a scroll work of regular design.

The name of the brand in Chinese characters 朝顏 and Japanese characters 朝顔 is shown in the body of the large panel. On the bucket is the name of the Company in Chinese characters 英國卷煙株式會社製.

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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The Trade Mark consists of a panel showing two pyramids at the top, and at the top is seen an imbricated cloud effect. On the top left hand of the panel a bird is shown in the act of flying to the ground. Over the whole panel a lattice-work is drawn, to which are attached a number of flower blossoms.

On the left side of the panel, the name of the Company in Chinese characters 英國卷煙株式會社製 and in the centre and right side, the name of the brand in Chinese and Japanese characters respectively is depicted.

In the name of the BRITISH CIGARETTE COMPANY, LIMITED, (a Company registered under the Laws of Hongkong), of No. 18 Bank Buildings, Hongkong, and No. 22 Museum Road, Shanghai, China, Tobacco Manufacturers, who claim to be the sole proprietors thereof.

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Dated the 6th day of July, 1910.

BRITISH CIGARETTE COMPANY, LIMITED.
R. G. GREGORY,
Director.

Today's Advertisements.

LOST.

A T-even clock this morning a SCOTCH TERRIER, pure bred, Brown and Black marks on the Head and a Black mark on the Rump. Finder will be rewarded on returning same to Government House.
Hongkong, 26th August, 1910. [565]

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense. Cargo remaining on board after 4 p.m. of the 26th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 26th August, 1910. [563]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN," Captain A. Stewart, will be despatched for the above ports on FRIDAY, the 27th inst., at Daylight.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 20 days). Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co's steamers.

Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 26th August, 1910. [564]

Events Coming.

Wednesday, 31st August.
Hongkong Club, Extraordinary General Meeting at Club House, 5.15 p.m.

United Asbestos Co's meeting, 3 p.m.

Thursday, 1st September.
Legislative Council meeting, 2.30 p.m.

Saturday, 3rd September.
Boxing at City Hall, 9 p.m.

Hongkong Cricket Club Open Air Concert, at Club grounds.

THE HASTINGS SHINGLE MANUFACTURING CO., LTD.

BRITISH CANADIAN LUMBER CO., LTD.

VANCOUVER LUMBER CO., LTD.

ORIENTAL REPRESENTATIVE:

THIRD FLOOR, HOTEL MANSIONS, Hongkong.

P. KEITH MACKEDIE.

NOW OFFERING

BRITISH COLUMBIA FIR LUMBER

In all sizes, lengths, and grades.

Hongkong, 26th August, 1910. [559]

CLARETS.

To make sure of your Claret being good,

it is advisable to buy only Wines from a well-known Chateau.

Messrs. Hanappier and Co.,

of Bordeaux, are one of the best known firms

of growers and shippers of Clarets. Their famous

Wines (from the cheapest kind to the very

best obtainable) may be had from

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,

Hongkong

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., etc. (Subject to alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD.
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH.	"ALLAN LINE" FRIDAY, OCT. 14TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH.	"EMPRESS OF IRELAND" FRIDAY, NOV. 4TH.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 6TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World. HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Ministers, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents. Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way. HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways. Via Canadian Atlantic Port £43. Via New York £45. For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"WAISHING"	SUNDAY, 28th Aug., Daylight.
SANDAKAN	"MAUSANG"	MONDAY, 29th Aug., 5 P.M.
TIENSIN	"CHIPSING"	TUESDAY, 31st Aug., Noon.
MANILA	"LOONGSANG"	FRIDAY, 2nd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"NANSANG"	MONDAY, 12th Sep., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 34 DAYS). The steamer "Kaitane, Nansang and Fookang" leave about every 7 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Kuda, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan. For Freight or Passage, apply to JARDINE MATHESON & CO., LD., Telephone No. 215, Hongkong, 26th August, 1910.

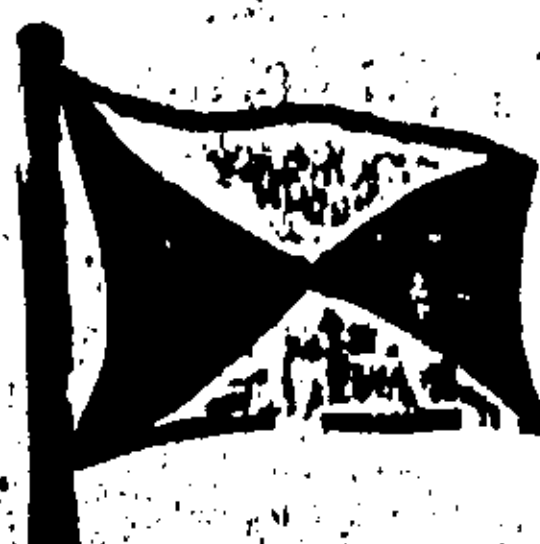
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	"ANHUI"	28th Aug., Daylight.
CHEFOO & TIENSIN	"KUIHOW"	31st " 4 P.M.
MANILA	"TEAN"	30th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.
CHEFOO & NEWHONG	"HANGHANG"	6th Sept., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANDUL". AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

SHANGHAI LINE. FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chefoo, Lintan, Chienan), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung. Fares:—\$45 single, \$80 return. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 51, Hongkong, 26th August, 1910.



HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Date
ANHUI	1500	R. Rogers	MANILA	SATURDAY, 27th Aug., at Noon.
TAIYUAN	1500	A. Fraser	"	SATURDAY, 31st Sept., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS. Hongkong, 26th August, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY, AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY, (The only direct trans-Pacific service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
VICTORIA, B.C. & TACOMA V. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA V. MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steamer passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSU (via SWATOW and AMOY)	"JOSHIN MARU" Capt. H. Murayama	SUNDAY, 12th Aug., at 10 A.M.
ANPING (via SWATOW and AMOY)	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 31st Aug., at Noon.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOCHOW during the two months of August and September, 1910. CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION. HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine. The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings. T. ARIMA, Manager. Hongkong, 26th August, 1910.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	HITACHI MARU, Capt. N. Mathiasz, Tons 7000 MIYASAKI MARU, Capt. T. Mura, Tons 5000 KAWAGAWA MARU, Capt. C. H. Butler, Tons 7000	WED'DAY, 31st Aug., at Daylight. WEDNESDAY, 14th Sept., at Daylight. THURSDAY, 8th Sept., at 5 P.M.
VICTORIA, B.C. & SEATTLE	SADO MARU, Capt. Horiuchi, Tons 7000	SATURDAY, 10th Sept. From KOBE.
VICTORIA, B.C. & SEATTLE V. KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	AWA MARU, Capt. S. Ishikawa, 1000 Tons INABA MARU, Capt. K. Kizawa, Tons 7000	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 11th Oct., at Noon.
SYDNEY AND MELBOURNE VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6000 YAWATA MARU, Capt. T. Sekine, Tons 5000	FRIDAY, 2nd Sept., at Noon. FRIDAY, 30th Sept., Noon.
BOMBAY, VIA SINGAPORE AND COLOMBO	COLOMBO MARU, Capt. E. Combes, Tons 5000	TUESDAY, 6th September.
SHANGHAI, MOJI & KOBE	HAKATA MARU, Capt. A. Mocker, Tons 7000	WEDNESDAY, 31st August.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, Tons 5000	WEDNESDAY, 31st Aug., at Noon.
KOBE and YOKOHAMA	IYO MARU, Capt. R. Takida, Tons 7000	THURSDAY, 1st Sept., at 5 P.M.

CHEAPEST SUMMER RATES

BETWEEN HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910. Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN.	KOBE RETURN.	MOJI RETURN.	NAGASAKI RETURN.
1st Class.....\$120	\$110	\$100	\$90
2nd ".....\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports in Japan.

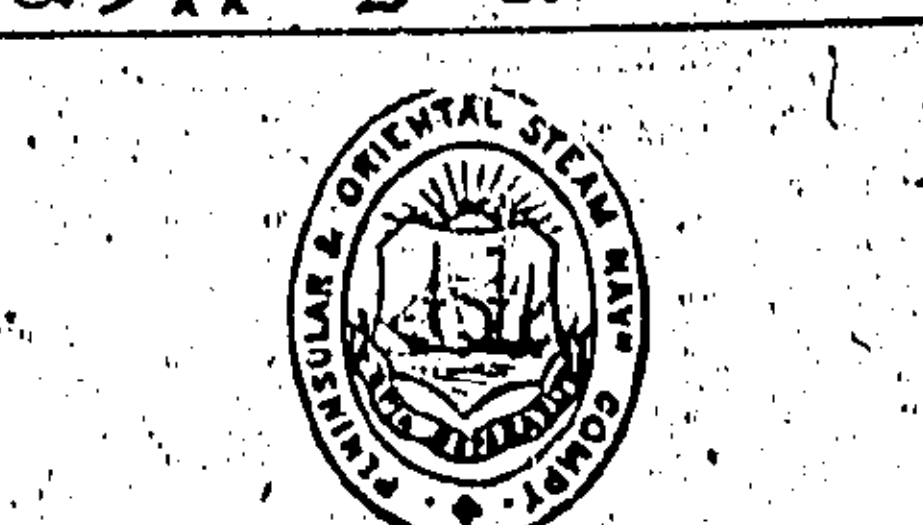
Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers. Calling at Saigon. Omitting Keelung & Shimon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUNIMOTO, Manager.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CHYLOON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERAM, GULF, CONTINENTAL, AMERICA, CAN and SOUTH AFRICAN PORTS.)

THE Steamship "ARCADIA."

Captain S. Darcham, carrying His Majesty's Warrant, will be despatched from this for BOMBAY, etc., on SATURDAY, the 3rd September, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Mora", 10,900 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Teu for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the R.M.S. "Perla" due in London on 15th October, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to M. A. HEWETT, Superintendent. Hongkong, 22nd August, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK: S.S. "LENNOX" On or about 31st Sept.

S.S. "SAINT PATRICK" On or about 10th Sept.

For Freight and further information, apply to DODWELL & Co., LIMITED, Agents. Hongkong, 24th Aug., 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tonnage	Captain	On or about
Sumner	6,132	F. S. Cowley	27th Sept.
Kumakura	6,217	G. B. McGill	20th Oct.
Aymara	4,363	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, apply to DODWELL & Co., LIMITED, General Agents. Queen's Buildings, Hongkong, 9th August, 1910.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BUELOW," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of August, at 9.30 A.M. All claims must reach us before the 3rd of September, 1910, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. General Agents.

Hongkong, 22nd August, 1910.

M. A. HEWETT, Superintendent.

Hongkong, 24th August, 1910.

Consignees.

"MOGUL" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

STEAMSHIP "LOT-HIAN," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 9.30 A.M.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 20th August, 1910.

M. A. HEWETT, Superintendent.

Hongkong, 24th August, 1910.

"INDRA" LINE OF STEAMERS, LIMITED. NOTICE TO CONSIGNEES.

FROM NEW YORK. THE Company's Steamship "INDRAVELLI," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 27th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, where they will be examined at 9.30 A.M. on 27th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents. Hongkong, 22nd August, 1910.

FROM EUROPE. THE H. A. L. Steamship "HELLAS," Captain Vogeler, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex 1st. Or J. Wadsworth from New York. Ex 2nd. Goldberg from Goteborg.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 22nd August, 1910.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th of August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of August, at 9.30 A.M. All claims must reach us before the 3rd of September, 1910, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE. General Agents.

Hongkong, 22nd August, 1910.

M. A. HEWETT, Superintendent.

Hongkong, 24th August, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer "SYRIA," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

M. A. HEWETT, Superintendent.

Hongkong, 24th August, 1910.

SAVE YOUR HEALTH

In drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles\$3.50
Dozen 3.25
Case 50 Bottles.....11.50
" 6013.00

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910.

HUNG ON & CO.,
SHOW ROOM AND STORE

at the Premises formerly occupied by:
A. OKE & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERS AND
FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Ware of all
descriptions, always on hand, for sale or
on hire at moderate rates.
Hongkong, 1st June, 1910.

RUBBER ESTATE RETURNS.

	June	July	Total
Allagar	3,500	3,520	18,420
Alor Pongu	3,000	2,430	7,150
Alma	700	850	2,750
Anglo Malay	49,783	53,637	352,392
Ayer Kuning			833
Ayer Molek			5,077
Ayer Panas	500		900
Baligowale	9,175	8,757	60,714
Batak Rabi		1,335	1,335
Banteng	1,018	1,700	11,774
Batu Caves	13,034	17,453	73,535
Batu Tiga	7,089	8,463	45,953
Bertam	9,705	6,143	61,543
Bevelac			40,202
Bikam	1,165	3,051	11,033
Brieh	900	1,288	5,683
Bukit Kajang	4,293	5,473	23,358
Bukit Rajah	28,812	30,840	236,735
Bukit Litang	3,800	3,800	21,270
Bukit Timah	779	621	1,566
Bukit K. B.	300		300
Caray United	11,800	12,000	63,050
Casfield	3,700	3,500	21,542
Changkat Serdang	3,320	3,651	19,586
Changkat Salak	950	1,100	3,491
Cicely	12,495	16,000	78,166
Consolidated Malay	24,170		135,254
Caladonia	21,000	23,401	92,848
Chamur	630		630
Cherassese	2,112	2,223	5,845
Damansara	29,711		133,772
Edinburgh	6,400		37,700
Federated (Selangor)	11,327		60,355
F.M.S. Rubber	28,670		124,447
Gedong	14,600	21,000	73,100
Glenally	1,853	1,735	11,438
Glenahiel	3,867	4,899	10,001
Golden Hope	2,950	5,114	30,030
Golconda	11,803		70,137
Gula Kelumpang		40,000	100,000
Harpenden	8,700		33,630
Haytor		349	349
Heawood	903	1,100	2,909
High & Lowlands	37,471	39,266	288,823
Isack Kenneth	13,331	11,740	89,068
Jagra	10,024	11,738	47,054
Jebong	19,300		102,149
Kapar Pata	13,337		64,473
Kamunting	7,052	7,635	109,792
Kempas		3,507	10,088
Kempas	2,975	3,600	17,409
Klabang		350	250
Kota Tinggi			1,840
Kuala Klang	2,238		10,915
Kuala Lumpur	2,076	2,640	47,161
Krian Rub. Est.	3,224	3,300	17,847
Kuala Lumpur	45,200		265,610
Laba	19,134	16,615	105,084
Landan	37,791	36,923	218,634
Leabury	9,544	9,844	61,851
London	65,000	70,000	436,000
London	17,370	16,075	77,993
Malacca Plant	21,500	22,500	106,000
Meron	10,112	10,893	74,444
New Serendah		415	415
North Hummock	5,108		28,791
Nova Scotia	10,000	14,075	49,603
Pajaya	3,000	3,350	15,300
Pataling	27,448	27,428	179,777
Pegoh	5,570	3,100	21,410
Pengkalen Durian		958	958
Pengkalen Plant	10,874		58,474
Port Dickson	571		3,419
Radella	1,017		1,017
Rembia	621	597	6,372
Ribe Rubber	4,994	5,437	35,608
Rubana	12,500	16,100	72,220
Ratanu	1,575	1,850	7,534
Riber Growers Assn.	3,981	3,507	19,574
Sengul	7,000	7,031	40,650
Selaba	5,180	6,750	33,070
Selangor	4,600		23,350
Selangor Kapar	16,800		100,000
Sandycroft	6,752	9,341	49,054
Seaford	16,083		74,500
Selangor	35,380		205,541
Seremban	34,081	38,635	215,814
Sembawang	271		806
Sembawang	5,772	6,235	31,935
Shallford	7,001	10,500	40,601
Syong & Johore	11,775	11,780	64,740
Singapore Para	4,000	5,400	36,070
Sunila Rubber	24,700		146,160
Sungai Salak	2,022	2,858	14,180
Sungai Way	6,208		23,838
Tambalak		664	664
Telok Anson	835		1,155
Tali Ayer	13,100	13,200	70,300
Trafalgar	321	324	1,175
Trois			2,260
Ulu Pandan	410	475	885
United Singapore	1,610	1,645	8,435
United Selat	4,810	5,710	29,095
Volambrone	35,500		218,737

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which to above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—Singapore Free Press.]

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	100/11
Do. demand	100/10
Do. 4 months' sight	100/9
France—Bank T.T.	100/11
America—Bank T.T.	100/11
Germany—Bank T.T.	100/11
India T.T.	100/11
Do. demand	100/11
Shanghai—Bank T.T.	100/11
Singapore—Bank T.T. per H.K. 500	100/11
Japan—Bank T.T.	100/11
Java—Bank T.T.	100/11

Buying.

4 months' sight L/C	100/10
6 months' sight L/C	100/9
10 days' sight San Francisco & New York	100/11
1 months' sight do.	100/11
30 days' sight Sydney & Melbourne	100/11
4 months' sight France	100/11
5 months' sight do.	100/11
6 months' sight Germany	100/11
Bar Silver	100/11
Bank of England rate	100/11
100 francs	100/11

SHIPPING AND MAELS.

MAILS DUE.

Indian (*Arcton*) 26th inst.
American (*Mongolia*) 5th prox.
Indian (*Namsang*) 7th prox.
Canadian (*Empress of India*) 8th prox.
American (*Tenyo Maru*) 13th prox.

The Imperial German Mail s.s. *Luitow*, which left here on 26th ult., arrived at Genoa on 26th inst. at 4 p.m.
The N. Y. K. s.s. *Hitchi Maru*, European Line, left Shanghai for this port on 26th inst., and is expected here on 30th inst.

The N. Y. K. s.s. *Tenyo Maru*, European Line, left Singapore for this port on 25th inst., and is expected here on 30th inst.

The N. Y. K. s.s. *Hakata Maru*, Bombay Line, left Singapore for this port on 24th inst., and is expected here on 30th inst.

The N. Y. K. s.s. *Kumano Maru*, Australian Line, left Nagasaki for this port on 26th inst., and is expected here on 30th inst.

THE WEATHER.

On the 26th at 11 55 a.m.—The barometer has fallen slightly at the stations bordering the N. part of the China Sea, and risen a little in the S. Philippines.

A depression appears to be forming over the China Sea, probably to the Eastward of the Paracels.

Pressure is high over Japan, and relatively low over N. China.

Moderate to fresh E and N.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending 11 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, moderate to fresh; fair to squally and showery.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—North coast of China between Hongkong and Wai-tan, N.E. winds, moderate to fresh.

Shipping.

Arrivals.
Hanoi, Fr. s.s. 640, J. Camier, 26th Aug.
Hainan and Hainan 25th Aug. Gen. and Mail—A. R. Marty.

Japan, Fr. s.s. 3,806, A. Stewart, 26th Aug. S. & Co.

Tenyo, Br. s.s. 1,345, A. W. Overbridge, 26th Aug. Mailla 23rd Aug. Gen.—D. & S.

Hang Sang, Br. s.s. 3,165, S. Wilde, 26th Aug. Canton 15th Aug. Gen.—J. M. & Co.

Hainan, Br. s.s. 641, A. H. Stewart, 26th Aug. Swatow 25th Aug. Gen.—D. L. & Co.

Hong Wan, Br. s.s. 3,000, J. H. Hainan, 26th Aug. Hong Kong and Penang 20th Aug. Gen.—Joo Tok Sing.

Saxonia, Ger. s.s. 4,187, F. Bahle, 26th Aug. Fochow 22nd Aug. Teak—H. A. L.

Meeloo, Chk. s.s. 1,139, F. Fraberg, 26th Aug. Canton 15th Aug. Gen.—M. S. N. Co.

Chip Shing, Br. s.s. 1,100, F. Moorey, 26th Aug. Canton 15th Aug. Gen.—J. M. & Co.

Wai-hai-wai 21st Gen.—J. M. & Co.

Clearances at the Harbour Office.
Kowloon, for Singapore.
Kowloon, for Bangkok.
Kowloon, for Quong-chow-wan.
Kowloon, for Shanghai.
Kowloon, for Manila.
Kowloon, for Hongkong.
Kowloon, for Swatow.
Kowloon, for Canton.
Kowloon, for Amoy.
Kowloon, for Hongkong.
Kowloon, for Shanghai.

Departures.
Aug. 26.
Shantung, for Bangkok.
Shantung, for Sabang.
Shantung, for Dairen.
Shantung, for Canton.
Shantung, for Shanghai.
Shantung, for Canton.
Shantung, for Amoy.
Shantung, for Hongkong.
Shantung, for Shanghai.

Per Hanoi, from Hainan and Hainan—Mr. and Mrs. Kramer, and 15 Chinese.
Per Japan, from Calcutta via Straits—Mrs. May, Messrs. Judge, J. Davis, W. J. B. Roope, and 15 Chinese.

Per Tenyo, from Manila—Messrs. Macpherson, Watson, Capt. Mickle, Messrs. Banister, Turnbull, 8 Chinese, and 47 Filipinos.

Shipping Reports.

Sir. Hainan, from Swatow: Variable wind, smooth sea, fine clear weather.

Sir. Japan, from Calcutta: Light variable winds, smooth sea and fine clear weather.

Sir. Hong Wan, from Singapore and Penang: Fine weather to Paracels, thence more or less rain.

Sir. Hanoi, from Hainan and Hainan—N.E. winds, strong smooth sea from Hainan Strait to Hongkong.

VESSELS IN PORT.

Arrivals.
1560, Shaw, 25th Aug.—Sydney via Port 26th City Ballast—G. L. & Co.
Amoy, Br. s.s. 1,565, C. J. Matlock, 17th Aug.—Sourabaya 7th Aug. Sugar—J. M. & Co.

Asia, Br. s.s. 1,565, Harry Gaukroger, 23rd Aug.—Shanghai 20th Aug. Mail and Gen.—P. M. S. S. Co.
Brand, Nor. s.s. 1,510, M. Ermsen, 21st Aug.—Samarang 11th Aug. Sugar and Molasses—A. T. & Co.

Carl Diederichsen, Ger. s.s. 774, Chr. Jørgensen, 24th Aug.—Pakhoi 22nd Aug. and Hainan 23rd Aug. Gen.—J. & Co.
Chiyo Maru, Jap. s.s. 7,250, W. V. Greene, 20th Aug.—San Francisco 19th July Gen.—T. K. K.

Derawongse, Ger. s.s. 1,057, Schultze, 24th Aug.—Bangkok 17th Aug. Rice—B. & S. Empress of China, Br. s.s. 3,046, W. Davison, 18th Aug.—Vancouver B.C. 27th July Gen.—G. F. R. Co.

Fochow, Br. s.s. 1,225, Vincent, 16th Aug.—Canton 15th Aug. Coal—B. & S.
Hue, Fr. s.s. 742, Panier, 8th May—Haliphong 5th May Gen.—M. & Co.

Johanne, Ger. s.s. 952, M. Island, 22nd Aug.—Swatow 21st Aug. Gen.—J. & Co.
Joshin Maru, Jap. s.s. 702, H. Yama, 24th Aug.—Swatow 23rd Aug. Gen.—O. S. K.

Kaga Maru, Jap. s.s. 1,800, Kitano, 15th Aug.—Wakamatsu 7th Aug. Coal—M. B. G. K.
Machew, Ger. s.s. 908, C. Wolff, 3rd Aug.—Bangkok 26th July and Hainan 2nd Aug. Rice—Gen.—B. & S.

Mandarin Maru, Jap. s.s. 3,245, K. Tamamoto, 20th Aug.—Mikio 15th Aug. Coal—M. B. K.
Mansang, Br. s.s. 1,344, Welgall, 17th Aug.—Sandakan 15th Aug. Timber and Gen.—J. M. & Co.

Michael Jensen, Ger. s.s. 957, J. Petersen, 24th Aug.—Haliphong and Hainan 23rd Aug. Gen.—J. & Co.
Pakhoi, Br. s.s. 1,018, E. Gotsmann, 21st Aug.—Bangkok 13th Aug. and Swatow 19th Aug. Rice—B. & S.

Pompey, Am. s.s. 1,600, James D. Linett, 16th July—Cavite 12th July Coal—American Government.

Rajaburi, Ger. s.s. 1,850, F. Bremer, 21st Aug.—Bangkok 15th Aug. Rice—B. & S.
Rajah, Ger. s.s. 1,755, H. O. Reher, 13th Aug.—Bangkok 5th Aug. Rice—B. & S.

Rabi, Br. s.s. 1,500, R. Rodger, 22nd Aug.—Manila 20th Aug. Gen.—S. T. & Co.
Shinshu Maru, Jap. s.s. 2,440, K. Otaki, 21st Aug.—Moj 15th Aug. Coal—A. & A. Co.

Silesia, Aus. s.s. 3,317, E. Radocich, 24th Aug.—Shanghai 20th Aug. Gen.—S. W. & Co.
Sul Sang, Br. s.s. 1,776, M. Picknell, 21st Aug.—Chin-wong-tai 14th Aug. Coal—O. E. M. & Co.

Telemachus, Br. s.s. 1,340, Edwards, 12th Aug.—Saligon 11th Aug. Gen.—Wo Fat Sing.

Tijpanas, Dutch s.s. 2,444, P. v. Emmert, 18th Aug.—Moj 15th Aug. Gen.—J. C. J. L.

Victoria, Swed. s.s. 980, Thos. Eckert, 23rd Aug.—Samarang 6th Aug. and Total 11th Sugar and Molasses—Wallem & Co.

Waishing, Br. s.s. 1,500, G. S. Holwood, 20th Aug.—Hong Kong 18th Aug. Gen.—J. M. & Co.

Yuan, Am. s.s. 524, D. Paj, 21st July—Manila 17th July Sugar—W. B. Co.

SAILING VESSELS.

Arrow, Br. 4-masted barque, 2,071, McIvor, 20th May—Anjer 8th April, Oil—Standard Oil & Co.

Steamers Expected.

Arrivals.
A. Apar, Br. s.s. 1,345, A. W. Overbridge, 26th Aug. Mailla 23rd Aug. Gen.—D. & S.

Yamata Maru, Thursday, N. Y. K. Co. Aug. 28.
Soverel, Br. s.s. 1,345, A. W. Overbridge, 26th Aug. Mailla 23rd Aug. Gen.—D. & S.

Glamofoh, Br. s.s. 1,345, A. W. Overbridge, 26th Aug. Mailla 23rd Aug. Gen.—D. & S.

Hiachi Maru, Shanghai, N. Y. K. Co. Aug. 29.
Tacoma Maru, Monday, O. S. K. Co. Aug. 30.

Ambrisa, Br. s.s. 1,345, A. W. Overbridge, 26th Aug. Mailla 23rd Aug. Gen.—D. & S.

Yamata Maru, Thursday, N. Y. K. Co. Aug. 28.
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Hiachi Maru, Shanghai, N. Y. K. Co. Aug. 29.
Tacoma Maru, Monday, O. S. K. Co. Aug. 30.

Ambrisa, Br. s.s. 1,34

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS (BASED ON LAST YEAR'S DIV.)	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,027,068	2 1/2% for half year ending 31/12/09 @ ex 1/9 = \$5.11	5%	\$22 1/2 buyers \$29 1/2
National Bank of China, Limited	99,985	£7	£6	\$4,000 \$3,000	\$30,552	\$2 (London 1/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$54,183 \$205,707 \$185,000	none	\$10 for 1908	6%	\$67 1/2
North China Insurance Company, Limited	10,000	£15	£5	Tls. 225,000 Tls. 235,333 Tls. 140,180	Tls. 207,573	Final of 7/6 making 15/- for 1908	5%	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	6%	\$840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$50,000 \$199,164	\$77,637	\$12 for year ending 31/12/08 and interim of \$3 on account of 1909	7%	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$50,000 \$31,168	\$4,840	\$6 and bonus \$2 for 1908	7%	\$111
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000	\$426,218	\$27 for 1908	8%	\$340
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$57,743 \$20,000 \$100,000	Dr. \$3,777	3 1/2% for 1906	...	\$11 1/2 buyers \$27 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	none	2 1/2% for year ending 30/6/1908	...	...
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,700 \$103,541 \$19,100	\$20,706	Final of \$1 1/2 for account 1910	8%	\$5 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	£5	£5	£138,100	£1,537.82	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.154	...	\$60 sellers
Do. Do. (Deferred)	60,000	£5	£5	£720,000	£12,994	3rd in. of 2/- per share (comp. No. 12) making in all 4/- for 1908 and interim of 1/- for 1909	5%	83 1/2 sellers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	£1,000,000	£12,994	A dividend of 7% for yr. ending 30/4/1910	5%	\$24 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$10,000	\$1,159	A bonus of 5%	4 1/2%	\$12 sellers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$120,000 \$63,620	Dr. \$5,090	\$10 per share for 1909	6%	\$165 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,801	\$2 for 1897	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,000	Tls. 10 for year ending 31/8/09	...	Tls. 800 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£215,000 £12,183	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9%	Tls. 16 Pa. 12
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	...	...
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4	none	\$4 per share 13th dividend	5%	\$7 1/2 sellers 4 1/2
Oriental Consolidated Mining Co., Ltd.	500,000	G \$10	G \$10	none	none	Final of Gold 30.65 for 1909 in all G \$1.15	...	...
Docks, Wharves & Godowns.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$2.75 for year ending 31/12/09	...	\$9 1/2 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$3,693 \$10,000	\$264,847	\$2 1/2 for 1909	4 1/2%	\$54 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$22,000 \$12,000	\$11,735	Interim of \$1 1/2 for account 1909	...	\$51 buyers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 8,861	Final of Tls. 3 making Tls. 6 in all for 1910	6 1/2%	Tls. 76
Shanghai and Hongkong Wharf Company, Limited	10,000	Tls. 100	Tls. 100	Tls. 67,757 Tls. 50,000 Tls. 14,000	Tls. 9,228	Final of Tls. 4 making Tls. 7 for 1909	7%	Tls. 116
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000 \$1,000	Tls. 4,314	Tls. 6 for year ending 31/12/09	5 1/2%	Tls. 101 sellers
Central Stores, Limited	50,123	\$15	\$15	\$15,000	\$24,041	\$1.20 on old and 60 cents on first new issue	6%	\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$10,000	\$17,177	\$2.60 on old shares and 40 on new shares	2%	\$82 1/2 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$150,000	\$27,900	Final of \$1 making \$7 for year end. 31/12/09	7%	\$90 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$25,000 25,000	\$5,471	45 cents for 1909	6%	\$8 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$269	\$2 1/2 for 1909	2 1/2%	\$32 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,511,045 Tls. 30,000	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2%	Tls. 112
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,958	Final of \$1.80 making in all 3.80 per share for 1909	8 1/2%	\$39 sellers
COTTON MILLS.								
Hwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 300,000 Tls. 40,000	Dr. 10,992	Tls. 21 for year ending 31/12/09	8 1/2%	Tls. 110
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$125,000	\$9,555	50 cents for year ending 31/7/08	10%	\$5
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 171,000	Tls. 8,579	Tls. 7 1/2 for year ending 30/6/09	12%	Tls. 57 1/2
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 4,899	Tls. 6 for 1909	7%	Tls. 68 1/2
Sey Choo Cotton Spinning Company, Limited	3,000	Tls. 60	Tls. 60	Tls. 18,000	Tls. 3,173	Tls. 25 for 1909	10%	Tls. 34
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,004	12/6	12/6	£1,500 NIL	£608	15% per share for 1908	...	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$12,000	\$21,118	60 cents for 1909	6%	\$8 1/2 buyers
China Light and Power Company, Limited	50,000	\$5	\$5	\$10,000	\$2,000	60 cents for year ended 31/12/05	...	\$1.30 sales
Do. Do. Special shares	50,000	\$10	\$10	\$10,000	\$2,000	60 cents for 1909	9%	\$8 buyers
China-Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$1,000 \$1,000	\$4,390	\$1.20 for year ending 31/7/09	6 1/2%	\$19 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1,390	Final of 40 cents making in all 75 cents per share for 1909	10%	\$6 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$50	\$670	14 per cent. viz. \$1.40 for 1909	12%	\$14 sellers
H. Price & Company, Limited	12,000	\$10	\$10	none	\$17,798	A dividend of \$1.20 per share and a bonus of 10 cents	6%	\$20 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$150,000	\$7,616	Final of \$8 for 1909	6%	\$235 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$9,170	Final of \$1 making in all \$2 for 1910	9%	\$21
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	Tls. 547,500 Tls. 61,944	Tls. 316,682	1st interim dividend of Tls. 12 1/2 for 1909	5%	Tls. 3200 w.
Maatschappij van Miljoen Bosch en Landbouwerij in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$10,000	\$5,024	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30/4/10	5 1/2%	\$14 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	Pa. 18,640	None	5%	\$10 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	...	...
Philippine Company, Limited	75,000	\$10	\$10	none	Pa. 18,640	None	...	...
Shanghai-Sumat & Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 2,000	Tls. 5,350	No dividend this year	2%	Tls. 155
Societe des Pulpes et Papeteries du Tonkin	13,000	Benefit shares	25	none	none	First year	...	\$30 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,005	None	10%	\$25
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$17,86	10% for year ending 31st May 1910	10%	\$34 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$10,000	none	60 cents for year ending 31/12/08	8%	\$8 buyers
United Asbestos Oriental Agency, Limited	20,000	\$10	\$10	\$20,000	\$20,000	60 cents per ord. share for year ending 31/5/09	5%	\$21 1/2 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,000	35 cents for 1909	11%	\$3 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$10,000 25,000	\$2,011	None	...	\$2 1/2 sellers
William Powell, Limited	15,000	7	7	none	\$782	None	...	\$8 sellers

Intimations

COMPANIA GENERAL DE TABACOS

THE FILIPINAS

ESTABLISHED IN 1882. CAPITAL, £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

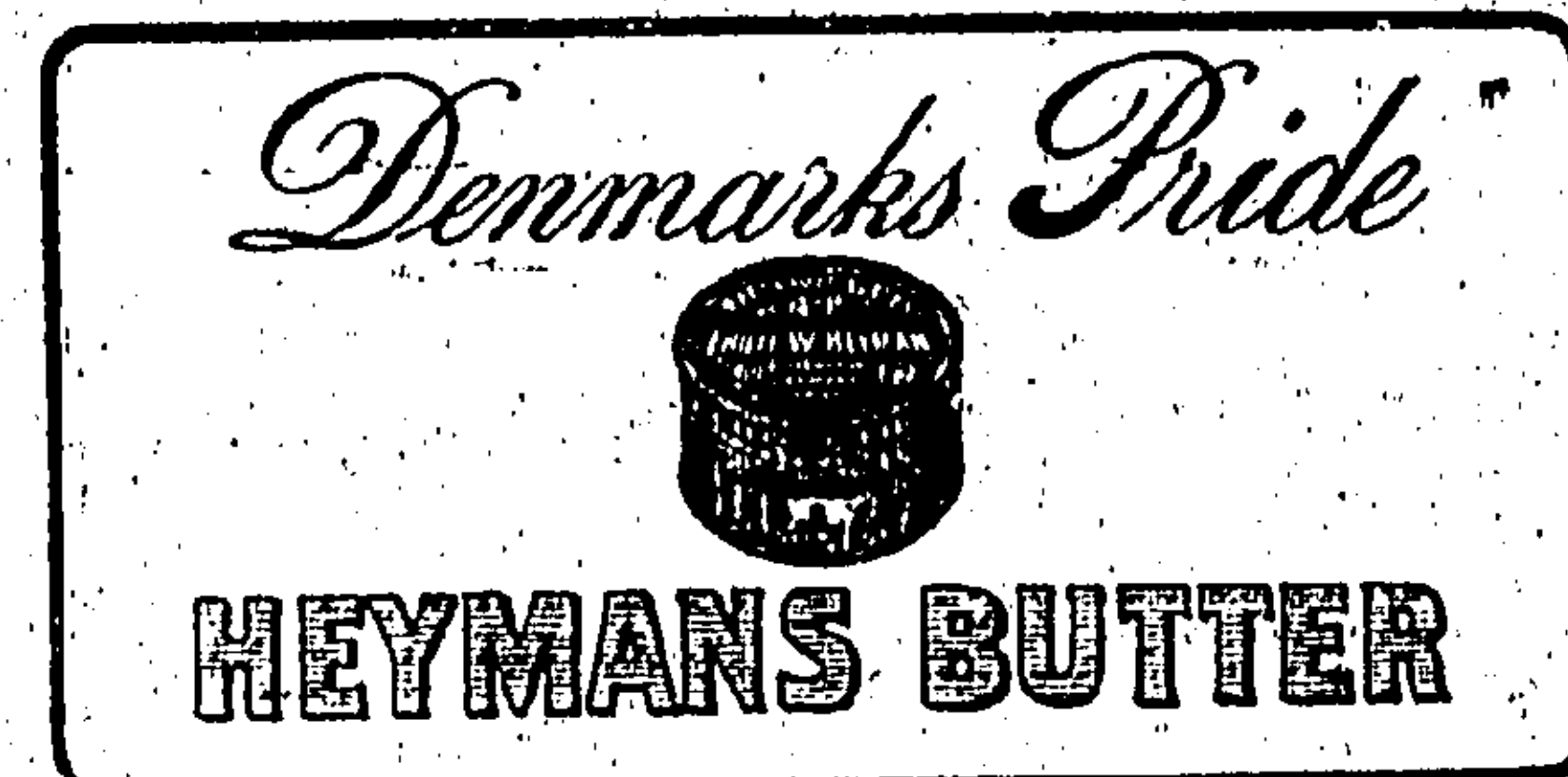
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

49

Hotels.

BAND I BAND II BAND III

BELLE VIEW HOTEL.

SHAUKIWAN ROAD.

Telephone No. 907.

By kind permission of the Commander and Officers, the full Band of 10th Mahratta Light Infantry will play on the lawn at the above Hotel commencing from 5 p.m.

On SUNDAY, the 14th August.

Ice Drinks, Best Brands of Liquors served at tables on the Lawn or Verandah.

Dinner a la Carte 7.30 p.m.

Dining Rooms can be reserved by telephoning to the undersigned.

All cordially invited.

W. GALLAGHER, Manager.

Hongkong, 10th August, 1910.

VIENNA CAFE COMPANY (1910) LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brands of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong and July, 1910.

(199)

Intimations

A. TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

LEE YEE

HAIR DRESSING SALOON

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIER by arrangement. Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

Archie/Stables or anywhere in Hongkong,

\$2 per animal.

At Kowloon, \$3 per animal.

A. TOO STABLE.

Leighton Hill Road.

Hongkong, 22nd March, 1910.

HAS ALWAYS ON HAND
CIGARS - CIGARETTES
AND

TOILET REQUISITES

FOR SALE

12, D'ALCANTARA STREET,

HONGKONG

Hongkong, 21st September, 1910.